## AWFUL SHIPWRECKS.

The Full Particulars of the Loss of the Ship Powhatan and Schoener Manhattan. on Long Beach.

TWO HUNDRED AND FIFTY LIVES LOST.

Names of the Officers and Crew of the Powhatan.

Only One Person Saved from the Two Wrecks.

Terrible Suffering on the Powhatan.

Interesting Interview between Capt. Myers and the Wreekmaster before the Ship Went to Pleces.

Melancholy Scenes and Incidents Among the Emigrant Passengers.

SAD MEMORIALS OF THE POOR GERMANS.

THE UNDERWRITER AND HUMBOLDT.

Shameful Neglect of the National Covernment,

&c., &c. THE WRECK OF THE POWHATAN.

THE PARTICULARS FROM THE SPECIAL REPORTERS OF THE NEW YORK HERALD. Two hundred and fifty human beings have been swept

er into eternity-men, women, and children-there

is not one left to tell the tale. The Baltimore ship Powhatan, on the night of the 15th of April-during that terrific storm which we felt so severely here, though comfortably housed—was lying among shouls below, with the waves washing over her. Seklom is it the painful duty of a journalist to record such an awful scene. We often read of horrible ship wrecks, and our blood curdles at the tale of suffering; but seldom is it thus brought home to us. Eighteer years have passed away since we chronicled an account ng as the one now before us. But though ighteen years have elapsed, who has forgotten the loss Mexico and the Bristol? The details of the wreck of the Powhatan are even yet more terrible.

Within the memory of man such a storm as that which menced on Friday, the 14th, and lasted during the three succeeding days, has not been known. The coast, strewn with fragments of shipping, told of its unparalleled fury. The fierce northeaster was felt even here, and damage was done to vessels in What wonder then, that the Powhatan-an old ship of about six hundred tons-became ungovernable and struggled fruitlessly in the waters? What wonder that, on Saturday last, after running before the gale for hours under bare poles, she found herself at last irretrievably entangled in the shoals about twelve miles below Barnegat inlet?

So it was. The ship, laden with passengers, left Havre for New York on the 1st of March last, under the command of Captain Meyers, of Baltimore. She was driven among the shoals at the place we have indicated above. remained there until Sunday evening at five o'clock before she went to pieces. It was observed by the anx lous eye-witnesses on shore that directly she struck she "hauled to the wind," from which circumstance it was impossible for any of her passengers to leave without certain death being the result. They however hoped for the best. They trusted that the storm which had now lasted so long must soon abate. During the long night of Saturday and the whole of Sunday the unfortunatesit is supposed some two hundred and fifty in numberwere seen clinging to the leeward bulwarks of the ship, tinually washing over them, and expect ing death at the rise of every succeeding wave. No ashigh that a boat, (if any had been at hand,) would have en instantly swamped.

Between four and five o'clock on Sunday afternoon th ship's bulwarks burst, and about fifty persons, at the same moment, were washed overboard. Mr. Jennings, the wreck-master, with others, made great efforts to say of those who were in the water, but in vain. The captain, too, was heard to ery from the ship, "For God's sake save some of those who are drowning." Every ex ertion was made, but it was no use; and in all of the six bodies which the wreck-master succeeded in rescuing

from the water life was extinct. It was immediately after this that the ship commenced going to pieces in earnest. No small boats were to be cured, for the government boats did not arrive until all was over. About five o'clock the vessel was completely broken up; most of her passengers and crew wer drowned, but a few still survived, clinging to pieces of the wreck. The shricks of the dying rose even above the roaring of the storm, which seamed to be increasing rather than subsiding in fury. It was at this moment that a huge wave was noticed rolling inwards-the dead and the dying were alike engulfed within it-and when it had passed over them, there was not one left alive of those passengers and crew of the ill-fated Powhatan, who numbered two hundred and fifty souls that same morning. A singular fact connected with this is, that even the ship itself was splintered into minute fragments so that scarcely a trace of her existence remained, with the exception of the few pieces of the rigging that were washed ashere. She was probably laden with heavy ballast, for her hull is supposed to have sunk, or else some portion of it must have been discovered.

More distressing even than such a sight as this to those on shore, was the sight of the beach next morning The storm had increased during the night, and the waves cast up their dead far and near. Twenty six men and two women were discovered nea the scene of the shipwreck, and from Absect some twenty miles below-we learn that about forty bodies-men, wemen and children-had been washed nshore on that and on Brigantine Beach, about a quarter of a mile across the channel. Those seen by our re porter appeared to have been Germans. They were al figured, and when our reporter left, bodies were still drifting ashore. Twenty-eight of those found were decently buried at Manahawkin, amid the profound sen sation that the event has caused in that village. My Joel Hayward, a citizen of Westereek, picked up the body Beyod that many others will be discovered there as soon as the weather becomes more favorable.

Little has been collected yet from the wreck to prov the identity of the deceased parties. Some melanchols records, however, have been saved, and are now in charge of Mr. Jennings, the wreck master, at Manahawkir About thirty-five passengers' boxes were washed ashore Money has been found. Around one man's waist a belt was clasped, containing \$40-his all probably-that he vainly sought to save. On this belt the name of "G. Kilf" graved. Several of the trunks bore respectively the "T. G." "S. G.;" on another "R. Griffin was written, and on another, "Phillip Smith, for New A lady's ring was found, with the initials "K. L." inscribed upon it. These are all that have been discovered as yet. Intrinsically they are trifles, but they will speak volumes to those who recognise in

As soon as we can derive any further particular sof the shipwreck, they shall be laid before the public. the present we turn aside from the painful contempla tion of so sad an event.

ANOTHER ACCOUNT FROM A CORRESPONDENT.

MANAHAWKIN, OCEAN COUNTY, N. J., April 17, 1854. The most terrible catastrophe that has ever happ on our coast, occurred on Sunday last. A packet bark ed Powhatan, of Baltimore, came on the beach on orday night; and also a trig, Manhattan, near Little

Egg Harbor, by which it is supposed between two and chiefly women and children, have come on shore. There were but three or four persons on the beach, and the government life-boats being at the distance of some five miles, it was impossible to bring them into use. One of the spectators on shore stated he was as a sweep at least a bundred at once overboard on Sunday. The government has no persons to take charge of the life boats and the public prints of the city having been in the habit of slurring the people along shore, accusing them of land pirating, &c., so man now goes from the main to the beach, except when sent for, and then of course it is often too late. Had it not been for the late Judge Baldwin's charge to the jury, that every man on the beach is liable for any misdemeanor committed at a wreck, and some of the slanders of the city papers of the people hereabouts, there would have been help enough to have had the lifeboats manned voluntarily and in season. When a storm first sets in people here are not now willing to cross a bay in it, four or five miles, to a leadly beach, for the sole purpose of watching for wreaks, at no pay except abuse.

The government must have men paid to attend these life-boats. The shore people from the main land here crossed over to aid as soon as they heard of this wreck,

but it was too late in this case.
Your reporter passed here to-night, on his way to the

wreck, and will give more full particulars.

P. S.—A messeager from the beach states that only one man from either vessel was saved—a hand from the Manhattan-a Portland topsail'schooner, not a brig. It seems that the sea broke completely over the beach in every direction. The dead bodies present the most heart-sickening appearance. The bark is supposed to be from Hamburg. A gentleman from the beach picked up two German books, from which I take two leaves and send you. They are, I think, passports countersigned at LIGHTHOUSE.

THE VERY LATEST PARTICULARS. ARRIVAL OF ANOTHER OF OUR SPECIAL REPORTERS FROM THE BEACH.

On Monday evening last, hearing that a ship with a large number of passengers on board was ashore on Long Beach, N. J., we despatched one of our reporters to the scene of the disaster, who arrived there on Tuesday morning, and found that the ship Powatan, Capt. Meyers, with two hundred passengers on board, of Baltimore, bound from Havre to New York, had been cast ashore on Saturday night on the outside bar, about midway between Barnegat and Egg Harbor Inlets.

When first discovered by Capt. Jennings, of Long Beach, which was on Sunday morning, she lay with her head to the south, the decks were crowded with passenher. The wind blowing a perfect gale from the north northeast, the waves ran mountainous high, twisting the ship about in the sand as if she were merely a cork boat. Seeing the condition of the vessel, Capt. Jennings, who is ed as a wreck master on the beach, sent all the men that were at his command, though the snow storm was raging violently, to the Government House in order to bring down the life car and other wrecking apparatus and stood on shore himself watching the effects of the hour slipped by, but the men did not return with the life car. The vessel became uneasier, and many unfortunate people were swept of wave washed fully one hundred persons overboard, who were carried away down the beach by the undertow. Some of them came ashore and were picked up lifeless by Mr. Jennings, who searched in vain amongst the umber for a survivor, but all had breathed their last before they reached the beach, being awfully mangled by the force of the waves pushing them against the hull of the vessel and throwing them with violent force upon

At this time, Capt. Meyers, who was on the deck of the Powhatan all this while, called out in a loud voice to Mr. Jennings, entreating him to try and save some of those who might be washed ashore. Capt. Jennings replied that all those who came ashore were dead, and that it was no use looking for them, as they were all killed before they got out of the water.

About seven o'clock, the ship's masts went by the board, and almost immediately afterwards the hull bursted in two, and every soul on board was launched into eternity. The sea presented a black mass of human heads and floating pieces of the wreck, but in a few moments all had sunk to rise alive no more. The beach was pieces of the wreck, the baggage of the passengers, and empty cashs. Nothing remained to mark the spot where the ill-fated ship had went ashore, except surging waves beating upon a fragment of the hulk which lay

The crying of the drowning men and the shricking of the women and children was hushed-all lay in the deep numbered with the dead, while the wind wailed loud and mournfully, adding still more horror to the awful catastrophe. All had sunk—captain, officers, crew and pasengers, of two hundred and fifty persons-not a soul wa left to tell the tale. No aid eame from the government remain there by himself, a lonely watcher of the dead.

On Monday morning four men arrived from the station house, but their help came too late. The storm, it seems, was so severe that while on their way back to the reck on Sunday, with the life car and mortar, two of them fell down exhausted, and the whole party were obliged to return nearly frozen to death. party of men, under command of Capt. Jennings, set immediately about finding and gathering together those bodies that had been washed ashore. In the short space of an hour nearly twenty women and children were found, almost naked, scattered along the beach, some of them dreadfully bruised and cut.

One man was found about fifty yards from the beach. upon the sandhills, with a child in his arms; and from his condition it is supposed that he alone of all on board reached the shore alive, and crawling out of reach of infant in his arms, fell down exhausted on the sand, and was frozen to death during the night. The child was firmly locked in his arms, quite dead, and appeared as if

it had also died ashore from exposure. The whole of this day was spent in searching for the bodies of the unfortunate people. But one man was found among the number, all the rest being women and They appeared to have been in excellent health, with rosy cheeks and smiling faces, looking as it they were asleep rather than dead. They were all laid by side, until a boat could be got to carry them to the shore.

the beach to the village of Manahawkin. These consisted of one man and twenty-one children, all apparent ly, by their features, appearing to be Germans, the n who had any clothes on being dressed in coarse materials, with heavy shoes, some of them wooden ones. All the dead were conveyed to an outhouse of Squire Peckworth's, where they remained until collins could be made for them. This melancholy task of making receptacles for the dead occupied the attention of the men residing in the village, while the women were busily employed in washing the bodies and laying them out, preparatory to their being placed in the coffins. Too much praise cannot be awarded to the inhabitants of Manahawkin for their zeal and industry in giving a decent buriel to the dead

Our reporter visited the dead house, where lay in tiers, one above the other, women and children, presenting a shocking and painful spectacle. The whole evening was spent in making coffins and shrouds; and it was not until midnight that these kind hearted people desisted in their labors, which were trying in

On Wednesday morning just as we were about visiting the beach, a wagon arrived with the bedies of six more of the dead, who were immediately taken to the dead house, where they were washed and placed in coffins prepared for them. About one o'clock P. M., the bodies were viewed by Squire Peckworth, preparatory to being aken to the Baptist Church burying ground. We tool

description of the bodies, as follows No. 1 .- A man about 30 years old, well dressed when found, and five feet eight inches high. This was the man found dead on the beach with the child in his arms. No. 2 .- A boy about 12 years old; fair complexion,

No. 3 .- A man about 46 years old, was quite naked hen found, and measured five feet six inches high

No. 4 .- A very respectable looking man, about five feet six inches high, well made, brown bair, florid complexion and fair skin.

No. 5 .- A woman 60 years of age, five feet six inches

No. 6 .- A woman 22 years of age, five feet six inches high, light hair. No. 7 .- A woman 25 years old, five feet six inches high,

No. 8 .- A young woman 18 years of age, sandy hair, ight eyes, C. W. marked on her clothes.

No. 9.—A weman 25 years of age, light hair, five feet six inches high, J. C. marked on her clothes. No. 10 .- A woman thirty years of age, light hair, five

feet four inches high. "R. D." marked on her clothes. No. 11 .- A woman about forty five years of age, dark No. 12 .- A woman about twenty years of age, light

hair, ave feet four inches high. Had a scar over her left

No. 13 .- A woman about twenty-five years of age, dark

No. 14 .- A young lady about mineteen years of age. Scar on her left arm. No. 15 .- A woman about forty years of age, sandy

No. 16 .- A woman about fifty-five years of age, dar!

hair, features much distorted. No. 17 .- A woman about fifty years of age, grey hair,

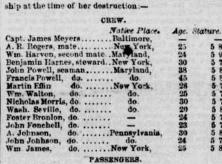
high cheek bones. No. 18 .- A woman about twenty years of age, florid complexion, about five feet four inches hight, front teeth protruding very much, black hair.

From No. 19 to 28 were children, varying from five t ten years of age. Among them were some very hand-some boys, with fine curly hair and red cheeks, whose sweet little faces were admired by all the spectators, and even drew tears from the tender-hearted.

In the southwest corner of the churchyard, deep transhes were dug in the vicinity of the place where the bones of so many persons wrecked on board the ship Auburn many years ago, lie smouldering in the dust, an the coffins were deposited one by one alongside of each other, with a headboard at the head of each grave, denoting the number and description of the interred. The sight was a mournful one to see-twenty-eight newly made graves, extending nearly the whole way across th end of the churchyard, with nothing but a piece of pine beard to mark the spot where the unfortunate people

THE NAMES OF THE LOST AT PRESENT ASCERTAINED We then proceeded down to the beach, where we met Captain Jennings and several of his men engaged in col lecting the baggage and portions of the wreck. About thirty trunks with goods in them lay piled up together, among them several of the seamen's chests and the trunk of the first mate, Ambrose Kingsland Rogers, in which were several letters, pieces of poetry, a daguerrectype likeness, a lock of a lady's hair, and a number of shirts, underclothing, coats and pantaloons.

All along the shore for ten miles was statered to remnants of the chests and trunks of the passengers, nany of them having names inscribed on the lids and sides. Feather beds, cooking utensils, empty casks and pieces of the vessel were to be seen on every side. Letters of the dead were scattered here and there, and bibles and prayer books lay glistening in the sun, the whole esolation presenting a melancholy and heartrending scene. From various papers collected and from the is scriptions on the baggage, we are enabled to give the following names of those who were on board the ill-fated



Carl N. Kivehner, Havre. Jacob Friedrich Zoll, Von Schreine Joan Muller, via Havre. Jacob Ackermann.

Jacob Burkhard, Gondelsherin Philip Schmidt, Havre.

Karolina Tocejner, Havre, on his way to Philadelphia Mr. Boat's sons.

Miss Marie Grieshaber Christophel Heck, twenty-eight years of age, born in

Gondesheun, Baden.

Heinrich Kanz. Johanna Seiter

Christoph Verner

Wilhelmine Schneider, born in Gros Coltmar, in Wuremberg, the 4th January, 1882.

Christof Bauer, of Kleinbottwann, Wurtemberg, the 3d June, 1827

Miss Johann Schroeder, (a ticket for six persons for the Erie Railroad, order of Messrs. Weed & Co., corner of Reads and West streets—five above twelve years and one

under three.) S. Liff, marked on a money belt, which contained two twenty-franc pieces, twelve five-francs, one American cagle, and three gold dollars.

A letter addressed by M. David Kornar, from Affotterboch, in Wurtemberg, to Mr. Buk, New York. Direction of Georg Aberle, 117 Hammond street, New

A hair trunk, with the following directions:- "Ce

coffre appartient à Georg Mitz, qui voyage pour l'Amé-

A book containing the names of several passenge with the dates of their births, as follows:-
 Christof Juler
 February 8, 1794

 Friederlike Bauer
 1799

 Scharlotts Weber
 January 30, 1804

 Marie Weber
 1801

 Jacob Baner
 July 19, 1825

January 31, Jene 8,

STATEMENT OF CAPTAIN JENNINGS-INTERESTING INTERVIEW WITH CAPTAIN MEYERS DURING THE From Captain Jennings we obtained the following

statement of the melancholy occurrence, he being the only eye witness of the scene, his account will prove highly interesting. It reads as follows:-On Saturday the wind blew with great violence fro the northeast. The sea ran very high all day, and I sup-

posed that there would be many a wreck along the coas om Barnegat to Egg Harbor. On Sunday morning observed a ship of about 900 tons thumping on the bar about one hundred yards from the shore. I immediately sent those men who were with me to the governmen station house, distant about six miles, for the life car mortar, and other wrecking apparatus. During the da the ship's deck was crowded with passengers, and when the surf ran out I could get within seventy-five yards of the vessel, which I found out to be the ship Powhatau of Paltimore, Capt. Meyers, on her voyage from Havro to New York. The surf ran mountains high. Indeed ! ever saw such a sea in my life. Several persons no

began to be swept overboard, when Captain Meyers hailed me through his speaking truta pet and asked me for God's sake to try and save so of those who might happen to wash ashore.

dies came on shore, but found them all dead, and it was of no use trying to save them, as they were all drowned before they got half way to the beach. Captain Meyers asked me just before this if any sid

would soon reach them. I said I hoped so, as four men had been sent down to the government station for that purpose. Captain Meyers again cailed out to me

I replied that I would see to it, and went down about two hundred vards on the beach where the bodies were

shore first. •

The vessel then Ly E, S. E., and had shifted from the N. E. Her foremast was gone at this time. I suppose she lost it before she strock on the bar. About 5 o'clock, P. M., on Sunday, the ship kee led over to windward from breach over her, and passengers began to be washed off in great numbers. The sea running mountains high, and completely hiding the vessel from my view, I could no longer hold any communication with the captain. I

The main and mizen masts soon went by the board. and bodies appeared floating in the sa of in great num bers. Some twenty-five dead bodies, mostly women, came on shore about a mile south of the wreck.

About dark the sea rose to a great height, and one large wave, fully a hundred feet high, struck the unfortunate vessel, and in one moment the hull was sex tered into fragments which tossed wildly through the sourf. shricks of the drowning creatures were melancholy indeed, but I sould render them no aid, as the sem ran so high I could not get near the unfortunate people. In a moments all disappeared beneath the surface of the water, except a few fragments of the weeck. Never did see such a sight in my life. Never do I remember witsessing such a dreadful gale or such a high running sea. in many places it made complete breaches over the island. and carried no doubt many a poor fellow into the bay behind it.

The men got back the next morning from the government station house with a life boat, mortar, and the asual wrecking apparatus, but it was too late; as all on board the ill fated Powhatan had perished-not one remained to tell the fearful tale.

None of the crew or officers of the vessel came ashore which is rather a curious fact; but I think they will be found some ten or fifteen miles further down the beach. The luggage and portions of the wreck lay scattered along the beach. I have collected all the valuables I could, and have found some money, (\$80) in a money belt, belonging to some of the passengers. The friends and relatives of the deceased can have all the necessary nformation regarding the effects of those drowned, by

inquiring for me at Manahawkin, New Jersey. Capt. EDWARD JENNINGS, Wreck Master

Long Beach, Ocean county, N. J.
The Powhatan was built in Baltimore about 15 years go, and was not, we think, from the appearance of her timber a very sound ship. Two large pieces of her lruly lie on the beach, also a large portion of her waist, and the starboard side of ber quarter, in which is lodged an iron tank that fitted in her run. Some of the ship's papers came ashore in the Captain's desk, and were sent on by the resident magistrate, signed Peckworth, to the consignees in this city. She was loaded with iron for ballast, which is the reason probably why her bottom has not come ashore. There is no insurance on the Powhstan in this city; all the loss will fall on Baltimore and Phila-

THE WRECK OF THE MANHATTAN.

We published yesterday a statement of the total wreck of the schooner Manhattan in the same neighborhood. We have received the following additional particulars:— The schooner Manhattan ran ashore about haif a mile below the scene of the Powhatan's wreck. Out of a crew f nine men, one alone was saved, and he was thrown v plently into the surf and was washed ashore perfectly insensible. He was found on the beach in this condition ind was taken into an adjoining cottage, but was not re stored to consciousness until eight hours after. Anothe man found dead near the spot was supposed to be one of the same crew. The survivor says that when the ship run aground, it would have been practicable for the men to have jumped off the bowsprit, and have thus been saved. In fact the captain ordered them to do this, but, paralyzed by fear, they crowded to the stern, and were washed overboard with the captain by the sweep of a single ways, and all perished. The schooner itself was completely wrecked.

THE VERY LATEST PARTICULARS. The schooner Manhattan, of Bangor, Maine, Capt. Fields, came ashore about a mile below the Powhatan, on Sunday night. After considerable thumping on the bar she was driven over and was beaten up on the shore The sea ran very high and drove her up within fifty yards of the beach. Capt. Jennings repaired to the spot and endeavored to persuade the captain and crew, seven in number, to let themselves down by a rope from the end of the jibboom, which, when the surf ran out, was inging over the land, and they could easily ashore. Instead of following the advice of Capt. Jennings, the captain and all the crew shut themselves up in the after cabin, thinking, most probably, that the versel would outlive the gale, and would be high and dry the next morning. The waves, however, soon made quick work of the Manhattan, and in an hour or so she went all to pieces.

Five of the men endeavored to get ashore on a spar, but only one of them-a man named George Griffiths of Bangor, Maine-succeeded in getting ashore

He was found the next day, in an insensible condition lying among the bushes, and was quickly conveyed to the nearest habitation, where everything was done tending to relieve his condition. He continued raving for many hours, and was

the impression that those around him were about taking his life, as he begged of them not to kill him. When he returned to his proper senses he stated tha the schooner was bound from Philadelphia with stone

coal, and belonged to the captain and mate, both of whom The rescued man is now doing well, and will be able to be removed to his residence in a few days. He states that there was one passenger on board the Manhattar

THE PACKET SHIP UNDERWRITER. The ship Underwriter lays as per last accounts. There was no communication with her yesterday. As the weather continues moderate, she will doubtle

who has no doubt met a watery grave.

affoat as soon as sufficiently lightened. The vessels sent down to her were alongside receiving the cargo yes terday. ONE OF THE RESCUERS DROWNED.

Coroner O'Donnell yesterday held an inquest at 108 Eim street, upon the body of Bryan Neeland, an Irishman, twenty-three years of age, who was drowned on Tuesday last. Deceased was a hand on board the steam boat Delaware, plying between this city and Philadelphia which on passage from the latter city fell in with the ship Underwriter, which was ashere at Squan Beach. A small boat was put off from the Delaware to assist th persons on board the ship, which was manned by the ceased and four other men. The boat, when near the ship, was swamped—the waves at the time runningand all the inmates were drowned. The body of the de ceased was washed ashore. The body was brought on to this city by the steaming Huntress. The jury returns verdict of death by accidentally being drowned.

SAFETY OF THE SHIP HUMBOLDT. The supposition that the vessel wrecked at Barnegat was the Hamburg ship Humboldt was erroneous. The following despatches having been received this morning by W. F. Schmidt & Co., her owners :-PHILADELPHIA, April 20, 1854.

The ship on shore at Long Branch is not the Humboldt. The vessel is entirely broken up—all perished. Her names the Powhatan. This is reliable.

The ship Humboldt arrived at this port yesterday. She experienced very rough weather and carried away severa

ACCOUNTS' FROM ABSECOM BEACH. PPOSED LOSS OF THE SHIP STAFFORD, AND ALL OF

SUPPOSED LOSS OF THE SHIP STAFFORD, AND ALL ON BOARD.

[From the Philadelphia Builetin.]

Answoos, N. J., April 20—4% A. M.

We reached this place at half-past one o'clock this morning, and leave at five o'clock for Absecom Beach, which is seven miles distant.

We have examined the clothing of one of the drowned persons washed ashore at the Beach. The stockings, apparently of Holiand manufacture, seem to have belonged to a boy of cloven er twelve years old. His linen was marked in bold, red letters, "O. J." Judging from the clothing of the vistims, they were either Scotch or German, and they appear to have belonged to the more respectable classe of emigrants. Between fifty and sixty todies have been washed ashore. The impression is that they are from the ship "Stafford," from Liverpool, bound to New York.

Mr. Collins, of Leeds Point—which is on Little Egg.

to New York.

Mr. Collins, of Leeds Point—which is on Little Egg
Harbor Bay, west of Tucker's Beach and Long Beach—
says that a German floated ashore at that place last evening, alive, but insensible. Hopes were entertained, however, of his recovery. He is supposed to have been from

sible after our arrival there, to be telegraphed from this

From the best information that we can gather from persons on the beach, about thirty bodies have been washed ashore on Absecom, fifty or sixty on Belleantine, and forty on Long Beach—in all about one hundred and thirty. Four were washed ashore this morning on Brigantine Beach.

All the bodies appear to be those of the better class of German emigrants. The younger persons were in their night clothes.

Benjamin Turner, a resident of December 1. THE WAR IN EUROPS.

Benjamin Turner, a resident of Brigantine Beach, gone rously attended to the requirements of the dead bodies One man was found, who, from his dress, was Cap tain —

No vestige of the ship has yet been washed ashore, and all is yet conjecture. Some suppose she is the Powhatan, but the following inscription on a mattress may afford a

bodies for burial. The people generally touch them.

It is reported that several bodies have been robbed by some villains on the Beach.

The government have no provision here to prevent such depredations. There are no other important items worth telegraphing.

Earthquakes and Snow Storms in the Month of April. TO THE EDSTOR OF THE NEW YORK HERALD.

Earthquakes and snow storms occur periodically be tween the 13th and 18th of April. The recent snow storms have been extensive. We have accounts of snow on the 18th at Halifax, Nova Scotia, and Buffalo, N. Y. on the 14th and 15th at Buffalo, Albany, Philadelph New York and New Haven; on the 16th and 17th all Petersburg, Richmond, Washington, Baltimore, Wilming ton, Philadelphia, New York, Boston, Albany and Buffalo

ton, Philadelphia, New York, Boston, Albany and Buffalo
1853, April 14—Snow sterm at Utica, N. Y.
1852, "15—Snow fell at Newbery, Vt., to the depth
of eighteen inches.
"17—Snow fell in the mountains of Virginia.
1851, "13—Snow fell at Washington City, D. C.
1850, "14—Snow fell one foot deep in Franconia, N. H.
1849, "15 and 16—Snow fell two inches deep at Somerville, N. Y., and a frost band passed over this continent, doing great damage in the Bouthern States. Temperature here on the morning of the 15th fell to
24 degrees.

1848, "13—Snow fell at Franconia, N. H.
1847, "12, 15, 17 & 18—Snow fell at Franconia, N. H.
1846, "13 & 15—Snow fell at Franconia, N. H.
Nine consecutive years, without one single omission,

Nine consecutive years, without one single omissic snow between 18th and 18th April. On referring to our memoranda of earthquakes, we find as follows:

memoranda of earthquakes, we find as follows:—
1854, April—None yet heard from between 13th and 18th.
1853, \*\*—None yet heard from between 13th and 20th.
1862, \*\*12 & 13—Earthquake at San Diego, Cal.
\*\*14—Earthquakes in British Guinna, St. Vincents, Grannda, and Sandwich Islands,
\*\*16—St. Michael's, in the Azores.
1851, \*\*17—On the banks of the Loire, France.
1850, \*\*13—Earthquakes in Smyrna, Asia.
1849, April 13—Earthquakes at Maracabo, S. A., and

"17—On the banks of the Loire, France.

13—Earthquakes in Smyrna, Asia.

April 13—Earthquakes at Maracaibo, S. A., and
Dominica, W. I.

14—Earthquakes at Dominica, W. I., and Ragusa, Austria.

15—Earthquakes at Dominica, W. I., and Ragusa, Austria.

17—Earthquakes at Dominica, W. I.

13—Earthquake at Karori, New Zealand.

17—Earthquake at St. Martins and St. Lucie, W. I.

16—Earthquakes at Karori, New Zealand.

16—Earthquakes at Karori, New Zealand.

18—Earthquakes at Karori, New Zealand.

1846, "—No account of earthquakes between the 13th and 18th.
In 1841, on the 12th and 13th of April, snow fell in New York to the depth of one foot.
In 1836, on the 13th of April, snow fell to the depth of three inches.

In 1835, on the 18th of April, snow feli.
In 1825, on the 18th and 14th of April, snow feli.
In 1821, on the 17th of April, snow feli abundan

In 1821, on the 17th of April, snow fell abundantly in Boston.

In 1818, on the 18th of April, snow fell on the Catskill Mountains to the depth of 18 inches.

In 1812, on the 13th of April, snow fell on the Catskill Mountains to the depth of 18 inches.

In 1802, on the 13th of April, snow fell in New York during the entire day.

In 1803, on the 13th of April, snow fell pearly all day in New York; snow fell on the morning of the 18th.

In 1803, on the 15th and 17th of April, snow fell abundantly in New York.

I have thus hastily thrown together the above memoranda to show that the occurrence of earthquakes and snow storms are not so great a wonder between the 18th and 18th of April; but the wonder is that people forget the almost uniform occurrence of such visitations within the cycle of the days named.

The storms which furnished the snow now on the ground were the result of earthquakes, of which we may expect to hear; although it is possible that such accounts may not reach us, as the shocks may have occurred in district of the earth's surface where there was no intelligen mind to observe or record the phenomens, or no newspaper to publish the accounts.

Had I more leisure, I would present a more full and more minute account. I hope to be able to do so by and by.

BROOKLYN HEIGHTS, April 19, 1854.

BROOKLYN HRIGHTS, April 19, 1854.

[From the Newark Daily Advertiser, April 18.]
The snew in the sections north and west of us fell very heavy, and at some places blew into immense and almost impassable drifts. The morning train on the Morris and Essex railread was delayed for a long time in ploughing through a drift between Madison and Marristown, and the detention being lengthened by the tender of the engine running off the track, the train did not reach New York till the middle of the afternoon. The afternoon train from Hackettstown did not arrive till 9 o'clock.

One of our post riders, this morning, who came to the city on runners, states that the sleighing was excellent north of Bloomfield, the snow being about a foot deep on a level.

orth of short of the late of the late of the late of the sac Andruss, of this city, show that such weather is of unprecedented.—

1811—April 11th—There is very considerable snow on be ground, the weather unsettled.

1812—April 13th—A cold snow storm this morning.

1812—May 4th—A cold snow storm from the northeast continued all day.

1812—May 4th—A cold snow storm this morning.

1812—May 4th—A cold snow storm from the northeast continued all day.

1821—April 18th—We have a cold winter-like northeast snow storm, the snow is about two inches deep, mixed with hail and sleet, and it is snowing this morning quite fast.

1828—April 14th—We have had a severe snow storm all day, which began on the evening of the 12th inst. More snow has fallen within these two days past than through the whole winter.

1835—April 16th—Very cold; the ground is frozen, and ice an inch thick.

1841—April 12th—A real snow storm continued all night. Snow from one to two feet deep, and quite cold.

1849—April 14th, 18th, and 16th—Severe cold weather; cold northwest wind; ice more than half an inch in thickness.

Naval Intelligence.

The bark Edua, Capt. Harvey, arrived at this port yes terday morning from Marseilles, reports, March 20, lat. 36 07 N, lon. 29 56, was boarded by the U. S. frigate Con stitution, Commodore Isaac Mayo, from the coast of Africa, on a cruise. Received from her letters, &c. with the following report:-The sloop of war Dale was on the North coast; the U.

ship Marion near Liberia; the U. S. brig Perry on the

S. ship Marion near Liberia, the U. S. brig Perry on the South const—all well.

List of officers on board the Constitution—Commander-n chief, Isane Mayo, Commander, John Rudd, Lioutenants, S. F. Hazard, B. M. Dove, Samuel Larkin, C. R. P. Redgers (flag), Albert G. Clary, Charles S. McDonough; Surgeon of the fleet, M. G. Delaney, Purser, Jas. H. Watenough; Master, C. Ferrett; Major of Marines, N. S. Waldron; Fassed Assistant Surgeon, J. L. Burtt; Assistant Surgeon, J. C. Coleman; Commodore's Serretary, Liewellyn Boyle; Midshipmen, E. P. Pelot, E. E. Potter, Wm. H. Hans, Wm. L. Surgee, A. Lack, E. E. Potter, Wm. H. Hans, Wm. L. Surgee, Richard Keardon; Boatswain, E. Chemberlin; Gunner, A. L. Lewis; Carpenter, Lewis Holmes; Sailmaker, Wm. Bennett; Master's Mate, John Collins.

The U.S. steamship Fulton arrived at Washington on the atterneon of the 18th inst. from Havana. The following are her officers:—Lieut. Commanding James M. Watson; Acting Master, Leonard Paulsing; Farser, Wm. C. Marcy; Assistant Surgeon, J. S. Bungan, Passed Midshipmen, Watson Smith, A. B. Cummings, Henry Wilson and John Irwin; Captain's Clerk, O. W. Turk: Engineers—first assistant, R. H. Long; second assistant, J. H. Warner; third assistants, G. R. Woodend, R. B. Quin and Jas. B. Kimball. The sloop of war Levant arrived at Malta March 25.

Reduction of Duties at Bahama Islands. Information has been received at the State Department at Washington, from John F. Bacon, Esq., United States Consul at the Bahama Islands, that an act to consolidate the duties on imports into the colony has been passed, taking effect on the 1st inst.

The principal difference between this law and the one recently in force is in the reduction of duties on all kinds of provisions, viz.—Fifty cents a barrel on flour; ene dellar on beet and perk; Inaian corn, peas, beans, ponitry, game, freali meat of all kinds, raw hides, turtle, and fresh fish, &c., &c., free. This reduction is to be supplied by an increase of duties on all dry goods of fifteen per cent, instead of the present duty of five per cent. The revenue of the colony will be almost entirely provided by this law, as there is no tax on real estate. Provisions are mostly supplied from the United States—dry goods from England and France.

Ex-President Fillmore and the Hon. John P. Kennedy arrived at Montgomery, Ala., on the 14th inst., and were received with great enthusiasm, a large concourse of people being present, and the military companies under arms as a guard of honor. Both Mr. Fillmore and Mr. Kennedy made eloquent and feeling responses to the address of welcome. They were to have left there are all the same as a superfect of the same and the same and the same and the same are the s MR. FILLMORE AT MONTGOMERY,

ARRIVAL OF THE ASIA.

THREE DAYS LATER NEWS.

SIR CHARLES NAPIER'S PROCLAMATION.

Important Successes of the Turks of the Danube.

IMPORTANT MOVEMENT IN TURKEY.

The Revolutionary View of the War.

Mr. Buchanan's Speech in London on Cuba-Canada, and the Rights of Neutrals.

The Black Warrior Affair in England.

IMPORTANT FROM SPAIN. IMPROVEMENT IN CONSOLS.

SLIGHT DECLINE IN FLOUR. COTTON WITHOUT CHANGE

&c., &e. &c .. The Cunard mail steamship Asia, Capt. Lett, arrived at

this port at noon yesterday. She left Liverpool on Saturday noon, the 8th inst. She brings three days later news than that received by the Arctic. The Hon. L. H. Le Fontaine, Chief Justice of Lower Canada, and lady, were among the passengers in the Asta.

The news is of course important. How could it be otherwise? No great event had taken place, but every.

thing was tending towards a collision on sea and land. Our next advices will be of the greatest interest. The English fleet had left Kjoege Bay. On the site inst., Sir Charles Napier signafied an address to the fleet, intimating that was lad been declared; that when they mot with the enemy they would know how to deal with them, and urging them to act with decision and

A despatch from Vienna affirms that the Greek government had purchased three Russian ships of war lying in the port of Trieste, with all the material of war, which was on board. The same despatch states that the com-bined fleets were about to blockade Odessa.

A letter from Odessa, dated the 25th ult., states that on that day there was not a man of war in the port of Sebastopol. This statement, however, does not at all coincide with the statement made in the House of Lords A telegraphic despatch from Copenhagen confirms the

intelligence of the Russians having evacuated Aland. The terms of the new propositions made by the Em peror of Russia-already announced in our columns-are confirmed, and it is added that the Emperor declared himself ready to allow the details to be settled by mean of negotiation in a congress, which might, for instance, be held at Berlin. They were rejected by the Western

7th inst., that negotiations between Austria and Prussia were not yet closed; but Prussia had joined in a protocol, signed on the 3d of April, at Vienna, between Great Britain, France and Austria.

A project of law has been presented to the French Legislative body, augmenting the contingent of 1853 by the number of 60,000 men. The Monitour denies the truth of the report that the government is about to raise an additional force of 100 000 men

The possessions of the mosques are to be declared the property of the State. The refusal of the Sheik-ul-Isl to consent to this arrangement was the cause of his deposition. All the military posts in the city have been It is said that the Imperial family of Russia will pro-

sed to take up its residence at Moscow. It is now believed that the Prussian government leans owards an alliance with the Western Powers, though this tendency will not be immediately manifested in any overt act. It will be shown by a rupture with Russia, an event which every day becomes more imminent. The ex-planations given by the Minister at War to the commission on the loan will not be included in the communica

tion about to be made to the Second Chamber The Turks were not driven back on the 22d but made spontaneous retrograde movement. At Tulischa, the Russians lost above 1,500 men. Two battalions were cut to pieces.

Thursday evening, the 6th inst :- Despatches were received to day at the Turkish embassy from Vienna, confirming what was said on the 5th about the defeat of the Russian General Uschakoff, and the retreat of his corps It is also stated that the forts, said to have tured are still in the hands of the Turks: that the Turk

jan's Wall or Bossooa, and 25,000 Turks for the same ditages near Kalefat, but all these have to be confirmed The Paris Patric states that the accounts of an advagtage having been gained by the Turks on the Lower Da nube appeared to be confirmed. It is positive that the General in Chief of the Russian army, after the passage of his troops into the Dobrudscha, considered his position so critical that he immediately demanded reinforce

have crossed the Danube at a point between Nicopolis and

Rutschuck: that 20,000 Turks are on their way to Tra

from Bessarabia, Odessa, and even Sebastopol. According to a private letter from Constantinople the English and French squadrons entered the Black Sea on the morning of the 20th, steering in the direc-tion of Varna. The Charlemagne was the only ship remaining at Beicos. It was reported that this measure was combined with a movement of Omer Pacha.

lines in the direction of Trajan's Wall. The fleets were between Batchik and Varna on the 27th. Five Turkish frigates, with troops on board, were seen off Navarino on the 30th ult., making direct for Janina

A steam frigute and sloop from Alexandria arrived at Prevesa on the 27th with Egyptian troops, and severa others since. A seventy-four gun ship and a steam fri crew frigate Pomone, from Toulon, at Corfu. The London Globe of the 7th inst., adds to the informa tion of the seizure of two screw steam frigates, built by order of the Russian Consul General, the fact of further

seizures having been made, in the interval, of a very considerable quantity of machinery intended for the Russian service, comprising a large portion of the machinery intended for the equipment of the frigates now under capture, and engines designed for exportation to Russian ports, in which ships of war are now being built. The total value of the last seizure is estimated at about £100,000. The engineers by whom the contracts were entered into have shown no disposition to evade or deny their responsibilities.

others the supposed assassin of the duke. In the British House of Lords on the 5th instant, Lord Campbell laid on the table a bill to prevent any unauthorized negotiations or intercourse, touching public affairs, between the subjects of her Majesty and persons of State. He said the object of the measure was to enforce the law of nations, by which it was provided that any intercourse. between individual nations, respecting public affairs, should only be conducted by the governments of those countries, or their ambassadors or ministers duly authorised, and responrible for the advice they might give.

The London Gazette contains an order in council, dated

7th of April, stating that Russian merchant vessels which at this date shall be in any of her Majesty's Indisa territories under government of the Fast Ind a Company, or within any of her Majesty's foreign or soluntal possessions, shall be allowed as